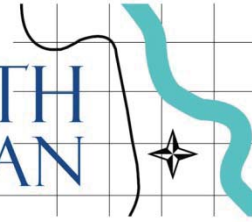


# RANGE ROAD NORTH NEIGHBOURHOOD PLAN



## APPENDIX – BACKGROUND DOCUMENT

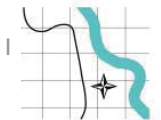


### ***A note on this appendix...***

The Background Document was developed in January, 2014 to provide the professional design teams and the public an overview of the planning area and the neighbourhood planning process. It includes background information on the area including existing tenure, housing, zoning, parks and trails, and transportation connections. It also includes preliminary input that the City obtained in the initial stages of the project. The Background Document proved very useful during the Professional Design Workshop which was held January 21-23, 2014.

## **Contents**

<b>1.0</b>	<b>Project Overview</b> .....	<b>3</b>
1.1	Introduction .....	4
1.2	The Range Road North Design Workshop .....	4
1.3	Planning Area .....	4
1.4	Range Road at a Glance .....	5
1.5	Vision .....	5
1.6	Neighbourhood Planning Objectives .....	6
1.7	Planning Process .....	6
<b>2.0</b>	<b>Professional Design Workshop</b> .....	<b>7</b>
2.1	Design Workshop Schedule .....	7
2.2	Design Workshop Participants .....	8
2.3	Deliverables .....	8
<b>3.0</b>	<b>Directives</b> .....	<b>9</b>
3.1	2010 Official Community Plan .....	10
3.2	The Yukon River Corridor Plan (1999) .....	11



4.0	<b>Planning Area Photographs</b>	14
5.0	<b>Preliminary Input</b>	17
5.1	City Department Interviews	17
5.2	Kwanlin Dün First Nation (KDFN) Meeting	19
5.3	Ta'an Kwach'an Council (TKC) Meeting	20
5.4	Yukon Electrical	20
5.5	Stakeholder/Landowner Interviews	21
5.6	September Public Kick-Off Meeting	26
5.7	Input from <i>whitehorsewalks.com</i>	31
6.0	<b>Tenure</b>	33
7.0	<b>Zoning</b>	34
8.0	<b>Potential Development Site</b>	35
9.0	<b>Housing</b>	37
10.0	<b>Parks, Trails and Playgrounds</b>	40
10.1	Parks and Trails	43
10.2	Playgrounds	41
11.0	<b>Transportation and Active Transportation</b>	43
11.1	Range Road Reconstruction Work	44



# I.0 Project Overview



**Figure 1: The Range Road North area**



Map 1: Planning Area Map

## 1.1 Introduction

As recommended in the City’s Official Community Plan, the City of Whitehorse is undertaking a neighbourhood plan for the “Range Road North”<sup>1</sup> area. Working with local residents, stakeholders and other governments, the goal of this process is to create a neighbourhood plan for this area to help guide the long-term direction and growth over the next 20 years.

## 1.2 The Range Road North Design Workshop

The principal event of this neighbourhood planning process is the Range Road North Design Workshop. The workshop is a multi-day event which involves a collaborative design and planning process. This is a professional workshop that brings together different disciplines and backgrounds to explore neighbourhood plan options for the area. This includes architects, planners, engineers, landscape architects, and professionals from other areas of expertise.

## 1.3 Planning Area

The “Range Road North” area includes the Northland and Takhini Mobile Home Parks, Mountain View Place, Mountain Air Estates, Stone Ridge, several private and Kwanlin Dün First Nation properties and surrounding greenspace.

<sup>1</sup> Please note that the name “Range Road North” is a temporary/unofficial name for the neighbourhood. It is Planning Services’ wish to develop a new neighbourhood name for this area.

## 1.4 Range Road at a Glance

### Area

Size of Planning Area: 130 ha

### Demographics

Population: 1168<sup>2</sup>

Recent Population Growth: 0.8%<sup>3</sup>

# of Dwelling Units: 557

### Development

Private Residential Developments: 5

Vacant Private Lands: 3 (includes KDFN)

Potential Development Sites: 1

### Amenities

# Public Playgrounds: 0

# Private Playgrounds: 2

Approximate Length of Main Trails: 6 km

## 1.5 Vision

A draft neighbourhood vision will be developed during the design workshop. A public visioning workshop is planned for the evening of January 21 to help create the elements of the vision and guide the design team work.

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<sup>2</sup> Yukon Bureau of Statistics, March 2013 Population Report

<sup>3</sup> Growth rate obtained from Yukon Bureau of Statistics and dates from March 2011 – March 2013.



Figure 2: 1963 Aerial Image of Range Road North

## 1.6 Neighbourhood Planning Objectives

Planning objectives for the neighbourhood include, but are not necessarily limited to:

- Park and trail improvements
- Development opportunities
- Transportation and active transportation connections
- Neighbourhood amenity areas
- Other topics that arise out of the planning process

## 1.7 Planning Process

The neighbourhood planning process is expected to occur over the 2013/2014 winter season. Beginning in September, 2013 the City undertook various public and internal processes to compile background information in preparation for the January Design Workshop. The goal is to bring forward the neighbourhood plan for adoption in spring, 2014.



Figure 3: Planning Process Diagram

# 2.0 Professional Design Workshop

## 2.1 Design Workshop Schedule

The following schedule is subject to change. Design team members are expected to attend all events, excluding the public workshops and open houses. All events are held in the **Kwanlin Dün Cultural Centre, Multi-Purpose Room**.

### Tuesday January 21st: Visioning Workshop

7:00-9:00 pm Visioning Workshop with the Public (Organizational Team only)

### Wednesday January 22nd: Alternative Concept Development

8:00 am Team meeting (Organizational Team only)

8:30 am Breakfast – continental  
Design team introductions  
Background presentation by City  
Visioning recap from previous night

9:00 am Participants split into 2 teams  
Alternative concept development

10:00 am Snack break

10:15 am Alternative concept development

12:00 pm Lunch  
Present alternative concepts to both teams

1:00 pm Resplit  
Alternative concept refinement

3:00 pm Snack break

3:15 pm Concept development

5:00 pm Preparation for open house

7:00-9:00 pm Open House – presenting alternative concepts (Organizational Team only)

### Thursday January 23rd: Preferred Concept Development

8:00 am Team meeting (Organizational Team only)

8:30 am Breakfast – continental  
Morning debrief – open house comments

9:00 am Amalgamate concepts into draft preferred concept

10:30 am Snack break

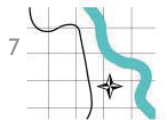
10:45 am Group breakouts to work on individual designs (i.e. zoning, parks and trails, Range Road reconstruction, development site)

12:00 pm Lunch  
Continue group breakouts

3:00 pm Snack break

3:15 pm Final product refinements

5:00 pm End



## 2.2 Design Workshop Participants

### Organizational Team (City of Whitehorse)

- Pat Ross, Manager of Planning Services
- Mike Ellis, Senior Planner
- Ben Campbell, Planner
- Kinden Kosick, Planner
- Rhiannon Jones, Planning Intern

**Event Facilitator:** Pat Ross

### Wednesday Sub-teams

#### *Design Team 1*

- Mike Ellis, Planning
- Rhiannon Jones, Planning
- Nick Marnik, Land Management
- Steven Bartsch, Engineering
- Marc Boulerice, Parks and Trails
- Jeff Barrett, Landscape Architecture
- Mike Gau, Management

#### *Design Team 2*

- Ben Campbell, Planning
- Kinden Kosick, Planning
- Wayne Tuck, Engineering
- Doug Hnatiuk, Parks and Trails
- Geoff Cowie, KDFN Representative, Landscape Architecture
- Jack Kobayashi, Architecture
- Lauren Holmes, Design

## 2.3 Deliverables

The primary deliverables of the design workshop include:

- A neighbourhood plan concept that includes:
  - Amenity improvements
  - Transportation and active transportation improvements
  - Potential development sites
- Proposed zoning changes
  - General zoning recommendations
- Concept design and zoning for the proposed development site
- Parks and trails improvement plan
  - Trail improvements and priority areas
  - Playground siting and recommendations
  - Neighbourhood park area identification and improvements
- Implementation plan
  - Priority list of improvements
  - Phasing plan

## 3.0 Directives



Figure 4: View looking west from the Yukon River

### 3.1 2010 Official Community Plan

In October 2010, Council adopted the Official Community Plan (OCP) for Whitehorse, following a two year public consultation period. The OCP sets land use policies for the entire City. Specific policies which relate to Range Road North include:

#### Setbacks

**1.2.1** New development near escarpments that have a slope in excess of 30% shall be set back at a site-specific distance. In no case shall new development be less than 15 metres from the top or toe of the slope in order to reduce the impact of erosion and slumping. The only exception is for trails and viewpoints.

**1.3.1** A 30-metre riparian setback along both sides of all rivers, streams, lakes, and wetlands, year-round or seasonal, shall be protected from development and remain in a natural condition.

**1.3.10** Any new development within 100 metres of the Yukon River or any other stream/wetland shall be subject to site-specific examination, with special consideration to desirable setbacks. This applies to all lands along the Yukon River Corridor where new land uses are considered.

#### Residential – Urban Land Use Designation

**10.6.1** The purpose of the Residential – Urban designation is to allow for a variety of serviced residential development in close proximity to services and amenities.

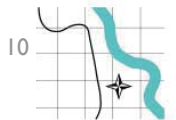
**10.6.2** Residential – Urban areas may be used to accommodate all types of residential development.

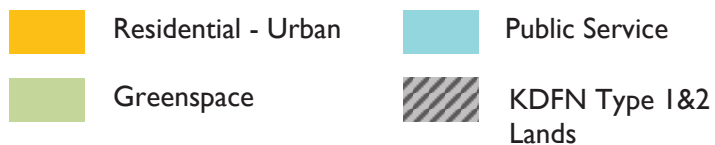
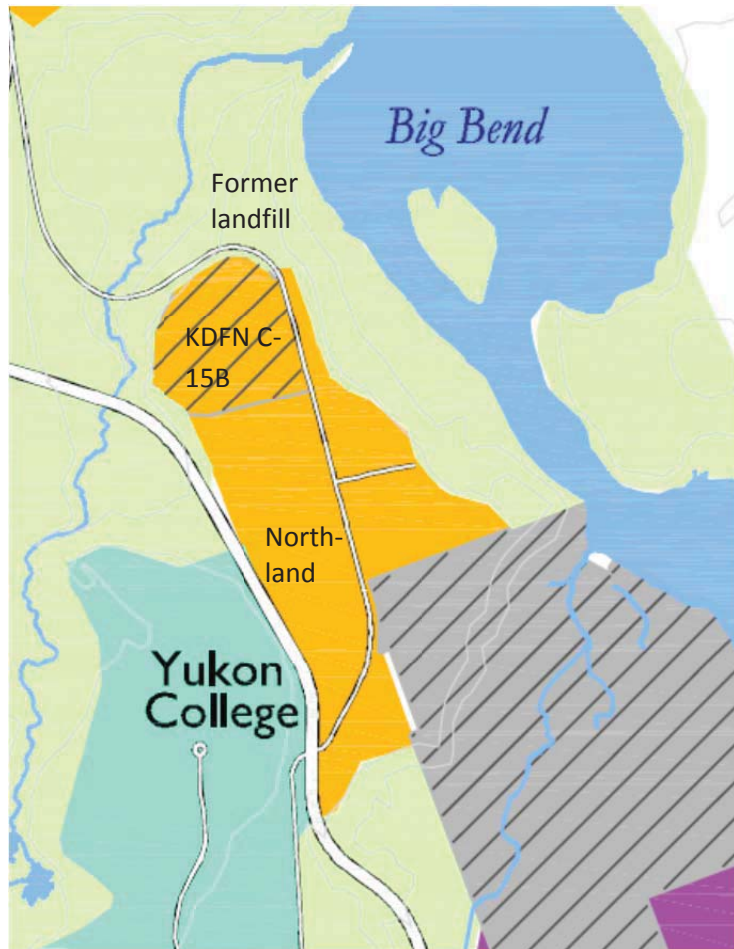
**10.6.3** The Residential – Urban designation also permits neighbourhood service commercial uses, park and outdoor recreation sites, schools, religious facilities, and community halls, subject to proper zoning. These facilities are intended to primarily serve the surrounding neighbourhood rather than the community at large.

#### Range Road North Area

**10.6.4** A detailed planning study may be done that examines the Takhini/Range Road area. It may review possible improvements to the Northland and Takhini Mobile Home Parks, water, sewer and road capacities, active transportation and trail linkages, and other subjects that arise out of public consultation.

*\*Note: other general OCP policies are mentioned in further sections*





Notes:  
 -some KDFN lands have land use designations; these are shown with the correct colour but with cross-hatching  
 -the Greenspace designation is further separated into three different designations

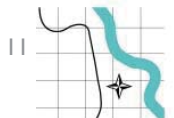
### 3.2 The Yukon River Corridor Plan (1999)

#### Background

Council adopted the Yukon River Corridor Plan in 1999 as a guiding document for future planning within the municipal boundaries of the Yukon River corridor. The overall land use and preservation goals which as designed to guide planning for the Yukon River corridor are reflected in the following statements:

- Respect the range of natural wilderness environments afforded by the Yukon River Corridor.
- Draw people to the Yukon River to appreciate and experience the ecology, natural and human history.
- Accommodate a range of outdoor and recreation activities that are compatible with the natural setting and character of the River.
- Encourage land use, tourism, and recreational pursuits that complement Corridor potential and the established built environment of the City.
- Blend new facilities built in the non-urban area of the Corridor with their surroundings through extensive use of natural materials to complement the environment.
- Emphasize linking of green spaces to accommodate people's desires for a wilderness experience, while preserving appropriate travel Corridors for wildlife.

Map 2: OCP Area Land Use Designation Map— Range Road North Area



### Relevant Sections of the Yukon River Corridor Plan for Range Road North

The Plan notes several natural and heritage features within the “Big Bend” and McIntyre Creek confluence area, which is located at the northern end of the Range Road North planning area. Significant features noted in the plan include:

- “The “Big Bend” area consists of a broad widening of the Yukon River with numerous small islands and gravel bars which create high wildlife values”;
- “Ironically, one of the best views of the Yukon River in Whitehorse can be seen from the “garbage dump bluff”; and
- “This wide, shallow section of the river is an important waterfowl staging area and abounds with eagles. There is an archaeological wet site consisting of the remains of a steamer on a sand bar. It is a traditional First Nations fishing area.”

The plan notes two distinguishing features in close proximity to the former landfill:

- A Ta’an Kwäch’än Council heritage site located along the Yukon River near the former landfill called “Damawtan” which means “high bank”. It was a traditional fish camp and staging area for when First Nations went fishing along McIntyre Creek.
- The Yukon River islands of the Big Bend area contain the remains of an old steamer, which was likely the SS *Prospector*.

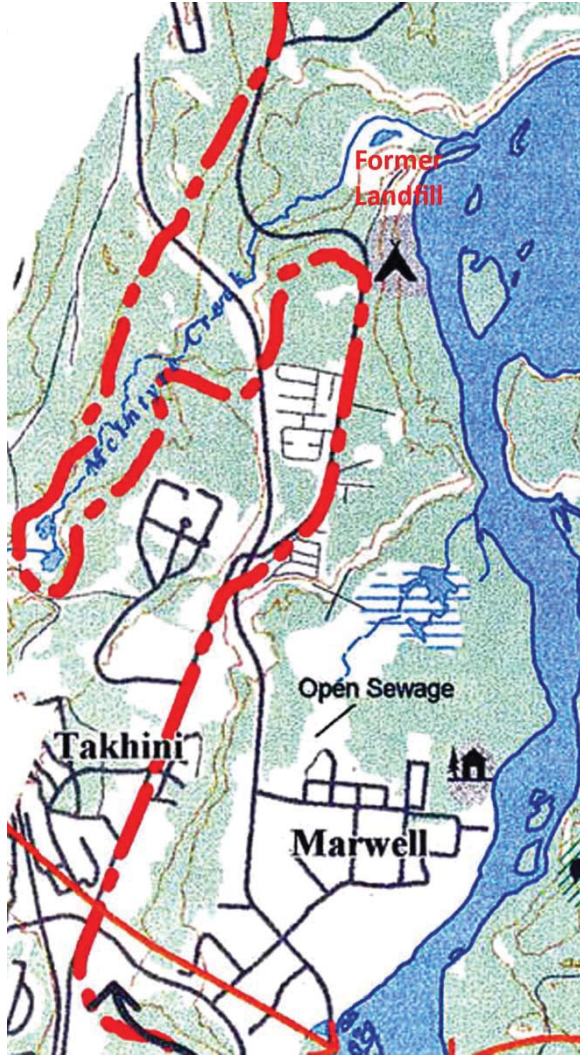
### YRC’s Recommended Site Treatment of the Former Landfill

- “If visitors and viewers are to be encouraged to view this section of river and the creek, then the garbage dump must be tidied up.”<sup>4</sup>
- “The flat area at the top of the escarpment is the best place to view Big Bend and the McIntyre Creek mouth. A viewing platform could be provided at this site along with interpretation about the natural history features of the area. Trails could be established to the creek mouth area. An interpretive trail could be established here similar to the one at Wolf Creek.”
- “Care should be taken not to put trails through archaeological sites that have not been assessed. The Creek mouth is particularly rich in sites. The creek bed is also environmentally sensitive and care should be taken when establishing trails or disturbing the ground.”

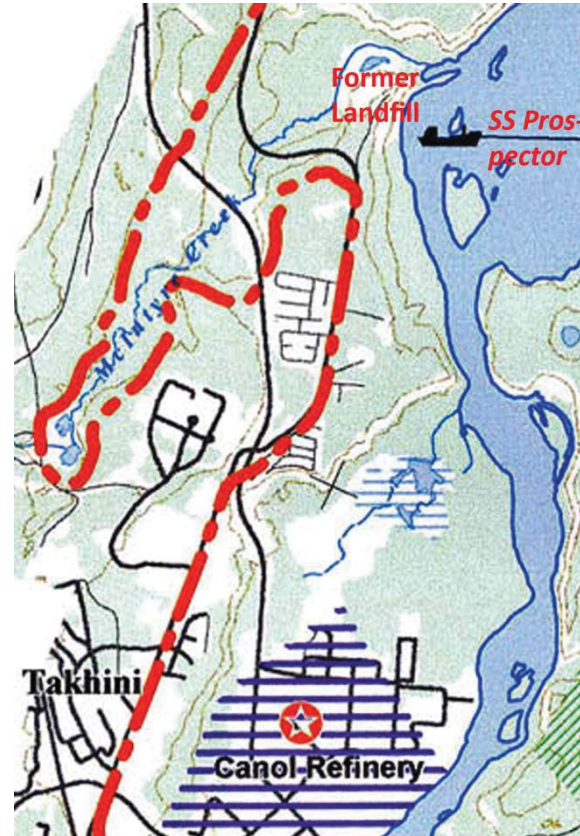


Figure 5: The SS *Prospector*

<sup>4</sup> Since the YRC was adopted, much of the former landfill has been cleaned up.



Map 3: Excerpt from Yukon River Corridor Plan  
First Nations Heritage Sites



Map 4: Excerpt from Yukon River Corridor Plan  
Historical Sites

## 4.0 Planning Area Photographs



*Figure 6: View of Range Road North from the Marwell Wetlands.*



*Figure 7: View of the Yukon River and Big Bend from the former landfill site*



*Figure 8: View of the trail above Marwell Wetlands*



*Figure 9: View of Marwell Wetlands and Yukon River*



Figure 10: Northland Mobile Home Park



Figure 11: Northland Mobile Home Park



Figure 12: River Ridge Lane looking east



Figure 13: Mountain View Place

## 5.0 Preliminary Input

Preliminary input was gathered by Planning Services staff through interviews with City Departments, meetings with the Kwanlin Dün First Nation and Ta'an Kwäch'än Council, Yukon Electrical Company Limited, and stakeholders. A Public Kick-Off Event and Neighbourhood Walk was also held in September to gather resident input. The results of these activities are organized by event.

### 5.1 City Department Interviews

#### *Engineering Services*

Range Road North reconstruction. The first phase of the Range Road North road reconstruction is largely complete, aside from the construction of the paved multi-use paths and concrete work.

Engineering has stated that this neighbourhood planning process can influence the design of the second phase of reconstruction work which is from Crow Street to the KDFN parcel C-15B. Funding has not been identified for this work and it is not within the City's current Capital Expenditure Program. When the time comes to do the detailed design and construction for this phase, the neighbourhood plan will be referred to for direction.

Water and sewer. Yukon Government will be responsible for installing a sewer force main along Range Road north to the KDFN Parcel C-15B, in accordance with the Yukon Asset Construction Agreement associated with the construction of Whistle Bend. The construction of the sewer main is dependent on when KDFN will develop C-15B.

#### *Engineering Services' Wishlist:*

- Neighbourhood plan influences second phase of Range Road reconstruction work.
- Preliminary location of water and sewer utilities for proposed development site.

#### *Transit*

Bus turnaround. Transit's main issue with this area is finding a suitable alternative location for a bus turnaround. The current turnaround is on KDFN C-15B, which is not ideal. The turnaround is further away which creates efficiency issues for bus schedules and there is no lighting. The City should use this process to identify a new location. The best location is at the north end of Mountain View Place. This would cut down on bus route length. The City owns a portion of the area and could look at putting in another road access from Range Road so the bus can easily turn around in the area. Eventually the buses may travel to Whistle Bend, but in the meantime another turnaround is needed.

Bus stops. There are currently four bus stops in the Range Road North area. The bus stops along Range Road are all used very well. Constructing shelters is not recommended due to vandalism issues. Bus benches can be installed though. Recommend that the benches come from the private developments, since the City does not have the money for them. However, the plan could recommend benches and the City could request some funding.

The Crow Street bus stop is very important due to the fact that it is near the KDFN area, and helps foster a good relationship between the City and KDFN.

The bus stops along Mountainview Drive are very important since there are also people coming from Porter Creek. People in the Range Road North area also walk to these stops since bus frequency is much higher. The bus stop south of the Range Road/Mountainview Drive intersection is used the most as Yukon College students often use it.

Residents of Range Road North often walk across the Whitehorse Baptist Church property to get to the Mountainview Drive bus stops. Better, more accessible trails should be installed to the Mountainview Drive bus stops.

Transit recommends that bus stop locations should correspond with light poles for safety.

#### *Transit's Wishlist:*

- Identification of a new bus turnaround.
- Bus stop improvements.
- Trail and pedestrian improvements to bus stops.

#### **Parks and Trails**

Trails. Overall, Parks and Trails wants to emphasize trail linkages between Mountainview Drive and Range Road. There are well used trails that intersect the infill area. The neighbourhood plan should provide good linkages between Mountainview Drive and Range

Road. The nearby KDFN property also has trails and it would be good to do a coordinated planning effort for this whole area.

The Yukon College area has lots of trails. Most of the trails from behind the college to Mountainview Drive are local, single track trails. The college has an interest in the area north of them, so there may be some development here in the future. Regardless, this plan should emphasize trail connections to the college land from Mountainview Drive.

The trail running along the upper bench of the Yukon River is highly used and a great trail that should be designated and promoted. There is a trail connection issue adjacent to the private development site (Norcope lot) that needs to be addressed. The Norcope property encroaches onto the City owned PUL adjacent to the upper bench. The Norcope site issue needs to be resolved and the encroachment needs to be pushed back into their property in order to create a better trail connection.

The PUL near Mountain Air Estates should be formalized and made into a proper trail connection with signage. This would allow people a public access point to the Yukon River area trails.

Former landfill. The former landfill is a highly prized area for future amenities. There are many ideas of how this site could be used, but it should generally be used for the community as a recreation space. Ideas include northern lights viewing area, bird viewing area, picnic area, gazebo or other structure, park space, etc. There may be some issues due to light pollution from Whistle Bend. Also Eagle Bay Park is across McIntyre Creek so it may be unusual to invest in two park areas so close to each other.

The dump could also be used for commercial purposes (i.e. some sort of commercial recreational use such as a restaurant, tourism business, etc.). Potential zoning would be CR – Commercial Recreation zoning.

Active transportation. There is a proposed active transportation connection by McIntyre Creek. There will be a paved trail that will connect from Range Road to Mountainview Drive. The trail will not run next to the creek due to environmental and topography issues.

Parks recommends that the new paved multi-use trails along Range Road should be extended all the way to the former landfill, particularly on the east side of Range Road.

Playgrounds. There is no public playground here and the high population in this area would justify one. Parks does have concerns around maintenance on the growing number of playgrounds in the City. A playground space should be at least 60' x 60' in size. The proposed playground area next to Stone Ridge is not ideal due to the slope. The best location would be the City land adjacent to the Baptist Church property, but there are some concerns because it is right next to road.

Aside from playgrounds, could look at other options to see what makes the most sense. Examples include passive park spaces, exercise stations, or park areas around trails, nodes.

Parks Trail Planning Process. Parks will be doing Porter Creek Trail Plan implementation in the next few years, which includes the Range Road North area. The schedule right now is to get the planning work done in 2015 or 2016. Part of the implementation is new trailhead signage and the creation of designated trails. Parks can

integrate the trail recommendations from the neighbourhood plan into the Porter Creek trail planning process.

#### *Parks and Trails' Wishlist:*

- Trail improvement recommendations for the Porter Creek trail planning process.
- Proposed improvements to the former landfill.
- Identification of a public playground or other recreational option in the area.

## **5.2 Kwanlin Dün First Nation (KDFN) Meeting**

The City recognizes the importance of Kwanlin Dün First Nation in this planning process. KDFN holds significant land within the planning area, including parcels C-15B, located at the northern extent of the planning area and Lot 226, which comprises portions of the Marwell Industrial area and the former KDFN old village. KDFN will be participating as part of the professional design teams during the January 21-23 workshop.

A meeting was held with a representative of the KDFN on November 21. The representative provided important information on the role of KDFN's involvement in this planning process.

Development Plans. KDFN wants to ensure that the public is aware that the KDFN sites within Range Road North will be developed gradually and sequentially. They will not be developed all at once. In addition, KDFN wants to stress that it is their desire to be good neighbours to nearby residents and does not want to develop something that deviates from the neighbourhood.

C-15B Parcel. Both the City and KDFN see an opportunity to work collaboratively on the planning for the proposed infill site and KDFN Parcel C-15B, since they are adjacent to each other. Without limiting KDFN's development, the planning process could explore connections between C-15B and the infill site. In addition, there may be an opportunity to examine a potential commercial opportunity on C-15B. KDFN is also particularly interested in examining and helping determine where the new water and sewer infrastructure along Range Road will be installed.

Crow Street Area. The Crow Street area has KDFN citizens. It is the desire of KDFN to leave this area out of the planning process, and to simply note that there may be additional infill opportunities in the Crow Street area.

### 5.3 Ta'an Kwach'an Council (TKC) Meeting

A meeting was held with a representative of the TKC on November 12. The representative provided some important First Nation heritage information as well as making several suggestions for improvements.

McIntyre Creek. TKC stressed the importance of ensuring the protection of McIntyre Creek. There is a hatchery located along Mountainview Drive at the McIntyre Creek crossing which is managed by TKC, Yukon Energy Corporation, and the Department of Fisheries and Oceans Canada. It is used to rear salmon eggs, so it is critical to ensure the protection of this resource.

Former landfill site. TKC traditionally used this area as a gathering and fish camp. The site was located along the Yukon River, immediately south of the McIntyre Creek confluence. It was used when TKC citizens went fishing up McIntyre Creek. Recently, TKC obtained funding to cleanup a major portion of the former landfill. TKC did

stress that there is still lots of refuse from the landfill, particularly in the Yukon River. Interpretive signs were also placed at the top of the landfill, which were subsequently vandalized and removed. TKC wants to ensure the former landfill remains a community use area. New interpretive signs would be a good idea for the area.

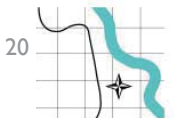
Trails. There are traditional trails throughout the Range Road North area, particularly running parallel to the Yukon River. The current trails in the area are heavily used, and TKC is not necessary in support of paving trails. Rather, they should be kept natural.

Process. TKC stressed that the neighbourhood planning process acknowledge that this is traditional TKC and KDFN territory and that it was used historically by them.

### 5.4 Yukon Electrical

Potential development site. Yukon Electrical does not have any fundamental issues with future development of the infill site. Presently there are overhead power lines on both sides of Range Road. The alignment of the lines will need to change during the road reconstruction work and burying the lines may be the best option due to the narrow road corridor. Currently the only power source to the infill site is from the opposite side of Range Road.

Yukon Electrical will need to be involved in the design process to some degree in order to ensure the proposed infill designs are compatible with their own plans. This will ensure that Yukon Electrical can accommodate changes to the electrical system so that power can be brought to the site.



## 5.5 Stakeholder/Landowner Interviews

In November and December, 2013 Planning Services staff held interviews with representatives from 14 different stakeholder/landowner groups, all of which either own land in the area, provide services to clients living in the area, or have a strong interest in the future of the area. Results are organized by interview question and theme. Comments heard more than once are recorded with a number behind them.

The stakeholder/landowner groups include:

- Challenge Community Vocational Alternatives
- Friends of McIntyre Creek
- Klondike Snowmobile Association (KSA)
- Mountain Air Estates
- Mountain View Place
- Norcope
- Northland Mobile Home Park
- Pathways to Wellness, YG Health and Social Services
- Whitehorse Baptist Church
- Whitehorse Chamber of Commerce
- Yukon Anti-Poverty Coalition (YAPC)
- Yukon College
- Yukon Conservation Society (YCS)
- Yukon Real Estate Association (YREA)

Several other groups were also contacted but declined an interview.

### ***1. From your organization's/group's standpoint, what are the particular concerns or issues with the Range Road North area?***

#### Environmental

- Refuse in Yukon River by landfill is still significant (x3)
- Toxins in the former landfill site

- Can't promote landfill as a wildlife area until cleanup is done
- Ensure protection of McIntyre Creek
- Excess water draining from the Range Road North area is causing slumping of the cliff at Mountainview Drive which in turn creating sedimentation and obstruction of McIntyre Creek.

#### Recreation

- Dog-pooing in green space along Yukon River
- Concerns about walkers trespassing through private property
- Want reasonable egress for motorized recreational use

#### Services and Amenities

- There is a lack of services and amenities in the neighbourhood (x2)
- There is a lack of commercial here which causes people to shop Downtown

#### Transportation

- Range Road experiences some congestion
- Some minor road concerns due to reconstruction work
- Safety of Range Road – ensure it is reconstructed all the way
- Safety concerns for pedestrians on Range Road
- More population (i.e. Whistle Bend) will result in more traffic
- Traffic and speeding along Range Road has increased
- People driving through infill site to get to Northland

#### Housing and Development

- The neighbourhood needs a greater variety of housing types and land-uses (i.e. mixed uses)
- The residential developments on River Ridge Lane appear to be disconnected from each other
- More development will lead to more electrical blackouts

### General

The area does not feel like a friendly part of the city  
The area feels disconnected from the rest of the city  
There is a sense of exclusion in this part of the city

## **2. What currently works well in the Range Road North area?**

Close proximity to Yukon College and its amenities and services (x2)  
The area is adjacent to nice green belt areas (x2)  
Trails and viewpoints along the Yukon River are great (x2)  
Lots of recreational space in the area  
Trails are heavily used in the area  
The infill site is used by a lot of residents for recreation  
The infill site is used by people from all over the area  
Cleanup of former landfill has been nice  
Good traffic arteries in the area  
Location of the Baptist Church property is very central to the Range Road North area  
The area does have affordable housing which fills a niche  
Some of the newer developments are nice

## **3. Are there any important areas or features that we should be aware of?**

Former landfill site is currently a neighbourhood amenity and community space (x2)  
There is an important bird area by McIntyre Creek confluence (i.e. eagles nest) (x2)  
Shipwreck near Yukon River islands by landfill  
Sandbars and islands in the Yukon River are very special  
Old telegraph line runs along Yukon River behind Mountain Air and Mountain View Place

Two trails run along Yukon River, one near the river and one along the top of the bank by Range Road  
Both the Yukon River and McIntyre Creek are wildlife corridors  
There are old growth forest stands along McIntyre Creek  
There are no maintained Klondike Snowmobile Association trails in the area  
There are double-tracked feeder trails in the area  
The lower bench area by the Yukon River is a special environmental place  
There is a well-used trail that runs between Northlands and the proposed infill site  
Northland has a license of occupation on the proposed infill site and have managed and maintained it for recreational purposes  
There is a power easement between Mountain View Place and Norcope  
There used to be military buildings where Mountain View Place is  
There is an important edible plant area along Mountainview Drive at the Baptist Church property  
The intersection of Mountain View Place and Range Road has lots of students walking up to the Yukon College  
The Yukon College endowment lands are adjacent to the planning area boundary

## **4. What types of improvements could be made in this part of the City?**

### Housing and built form

Mobile homes are inappropriate for northern climates and are inefficient (i.e. high heating costs) (x2)  
Encourage affordable housing in this area other than mobile homes (x2)  
Need affordable rental housing in the area  
Type of ownership in mobile home parks is good, but need to encourage housing that is different than mobile homes

Supportive of higher density housing as a general principle  
Promote higher density but ensure it does not negatively affect the quality of life of residents  
A mix of housing types is needed  
This is already a high density area, leave it as is  
There is an opportunity here to work with KDFN on housing and development in the area  
Ensure housing is accessible and fits in with City's upcoming accessibility bylaw

#### The proposed infill site

Support development of infill site (x3)  
Consider something different in the infill site than mobile homes (x3)  
Build smaller housing units in the proposed infill site (i.e. 1 or 2 bedroom) (x2)  
The infill site is a great location for higher density and higher buildings  
Consider smaller lots and homes on the infill site to enable people to purchase the lots  
Smaller housing on the infill site would be consistent with the surrounding area and provide affordable housing  
A condominium concept is not appropriate for the infill site; ensure lots can be purchased  
The infill site should consider a buffer for the trail network  
Ensure there is sufficient public input on the infill site  
Partner with the private sector on the infill site  
Retain the infill site for recreation; the walking and skiing trails are used by residents from Northland and Mountain View Place  
The longer the infill site is left as is the better  
The Range Road North area is already one of the highest density areas in Whitehorse, so the infill site should be left as is for future generations

#### General development comments

If development is not considered on the infill site, consider other locations  
Ensure new development areas encourage recreational vehicle egress  
Support development of KDFN parcel C-15B  
Ensure new development provides services to the community through housing and amenities  
Need for integrated community development – ensure new developments have a mix of housing types to encourage diversity  
Ensure new developments have sidewalks on both sides of the street

#### Utilities and infrastructure

Ensure that water and sewer utilities located in the Baptist Church property are protected through easements and City ownership  
Current utilities are outdated so there is a need for upgrades  
Would be nice to bury the powerlines along Range Road for aesthetic purposes  
Thought needs to be put into where new water and storm systems are installed

#### Transportation/Active transportation

Safe road crossings on Range Road needed, especially at River Ridge Lane intersection (x3)  
Need proper bus stop amenities including shelters (x2)  
Place an emphasis on active transportation in this area (x2)  
Ensure connectivity with other neighbourhoods and destinations including environmental areas (x2)  
Support the construction of paved multi-use trails in area  
Need to implement active transportation initiatives to better connect area to Downtown, Yukon College, Takhini Elementary School, and other neighbourhoods  
Sidewalk improvements are nice as part of reconstruction work

- Ensure there are adequate active transportation connections to the former landfill
- Encourage transportation demand management initiatives such as carpooling and a bike loaner program
- Ensure proper active transportation and trail connections to the Yukon College
- Ensure that trails along Mountain View Drive are retained to the Yukon College endowment lands
- Develop methods to prevent speeding along Range Road
- Proper traffic calming measures are needed to reduce traffic speeds and create a more pedestrian oriented area (i.e. raised intersections and road crossings)
- Encourage biking and walking modes but not to the detriment of other activities (i.e. motorized recreational use)
- Encourage affordable ways of commuting elsewhere
- Look at proper egress out of the area in the event of emergencies
- Consider the City's Snow Angel program for this area
- Further transit improvements needed
- Thought needs to be put into where the bus loop is going

Environmental/Recreation

- Area needs a public playground (x6)
- Promote and expand trail network in the area (x4)
  - Promote and develop the former landfill site as a community day-use area (x4)
- Conduct further reclamation of the former landfill site (x2)
- Place new interpretive signs at the former landfill (i.e. on the shipwreck)
- Consider either one large playground or several smaller playgrounds
- Build and integrate the playground with nature to encourage active learning
- Integrate the playground with a community garden so both kids and adults can use the space
- Have an outdoor ice rink in the neighbourhood

- Link these amenities with a trail system
- Ensure that a playground has crosswalks to get to it
- Consider using the Gunnar Nilsson & Mickey Lammers Research Forest playground as a good model for a playground
- Consider alternatives to a public playground that still is recreational based
- The playground or recreational area needs to be centrally located (i.e. along River Ridge Lane)
- Find ways to reduce dog-pooing in area such as careful location of trailheads
- Build a bird watching area at the former landfill
- When the time comes, do a stability assessment of the landfill site
- Provide food sources (i.e. wild rice) at the landfill site
- Build an interpretive centre, viewing area and parking area along the upper plateau of the landfill site (i.e. similar to Swan Haven)
- Establish a walkway to the lower water level area at the landfill site
- Work with local bird clubs to create a safe migratory and nesting area for waterfowl and other bird species
- Utilize the Yukon River islands as a recreational area
- Benches along trails would be nice, especially at viewpoint areas
- Consider where motorized and non-motorized trails should be in the area
- Consider connections to KDFN land in the Marwell wetland area – encourage a boardwalk in the wetlands
- Area is too tight to encourage motorized recreational vehicle ingress, but need to encourage egress to other areas
- Opposed to the idea of a trail running beside the Norcope property by the bluffs
- Support trail improvements but ensure trail uses the electrical easement between Norcope and Mountain View Place
- Consider further recreational uses along the Yukon River (i.e. boat launch)

Focus trail development around the bluffs by Takhini Mobile Home Park  
There is a recreational opportunity for the infill site; look at using it for a playground  
Accessible trails are needed as well  
A recreational running loop in the area  
Build a connector trail to the Yukon College and ball diamonds

#### Social/Community

Area needs a community space or facility (i.e. community hall) (x6)  
A grocery store or commercial space is needed in area (x2)  
A new neighbourhood name is a great idea (x2)  
Clean up the area along the electrical easement between Stone Ridge and Crow Street  
Find a distinctive feature of the area and build community around it (i.e. a wildlife viewing area at the former landfill)  
Use our public spaces in a different way by looking at community gardens or edible plants  
Develop community gathering places  
A daycare is needed for this area  
Create a community association here  
Find ways to better connect the individual developments in this area

#### Zoning

Look at commercial zoning possibilities for the area, including at the infill site (x4)  
Look at commercial zoning for a high profile location along Range Road  
Discourage convenience stores as it is not healthy  
Consider zoning that encourages smaller lots and homes on the infill site (i.e. former RA – Residential Alternative zone or RCM3 – Cottage Cluster Homes zone)  
Consider zoning that would allow for mobile homes in the infill site

Consider zoning that would allow for multiple residential developments in the infill site  
Look at revised zoning changes for mobile home parks  
Encourage mixed uses through zoning  
The Baptist Church property is a very good location for commercial services  
Locate commercial zoning where it will encourage active and alternative transportation

### **5. The overall goal of this process is to identify improvements to the area in order to make it a more complete neighbourhood. What would it take for your organization to consider this a “winning plan”?**

#### Process

Incorporate the public’s opinions and desires (x2)  
Ensure the planning process has significant public involvement (x2)  
Ensure that there is proper communication with residents and the public on this planning initiative  
Recognize that there are residents living here and their input is needed  
Create partnerships with organizations to implement the plan  
The planning process needs experts to come up with the plans  
Meet special interest groups separately, not all at once  
The City taking a lead on things that it can accomplish (i.e. zoning changes)

#### Environment and Recreation

The identification of more parks and walking trails  
Maintain green spaces throughout the area  
Identify a good trail network and ensure trail connectivity  
Develop a trail network that accommodates all users  
Develop categories for the trail network as well as shared trails  
Create trail options for everyone including small trail loops

Transportation

Encourage active transportation and ensure there are future connections to Downtown and other areas  
Efficient and integrated community development

Housing

Incentives to improve existing housing in area

Improvements

Create a neighbourhood environment that encourages a good social environment and active living  
Improvements to the area that enhances the neighbourhood

**6. Do you have any neighbourhood name suggestions?**

Consider a historical name for the area  
Perhaps use a First Nation traditional name for the area if there is one  
Ask the First Nations for name suggestions and include the neighbourhood in reviewing these suggestions  
Do not use the word “Mountain” in the name  
Consider a name that relates to the proposed viewing area at the landfill

**5.6 September Public Kick-Off Meeting**

The neighbourhood planning process began with a public kick-off meeting that was held on September 21, 2013. The intent of the event was to gather local insights from residents on how to improve the Range Road North area. The event was attended by over 30 people.

The event began at the Yukon College where Planning Services staff gave an introductory presentation on the planning process and residents did a short group exercise.

Residents then took to the streets and trails where City staff recorded residents’ first-hand ideas on how to improve the neighbourhood.



Figure 14: Getting set to go on the walk

**A great neighbourhood has.../My neighbourhood needs...  
/This neighbourhood could be named group exercise**

Residents were asked to answer three statements. The following is the results of that exercise:

**A great neighbourhood has.....**

- parks and greenspace
- traffic calming measures
- public transit
- ice rinks and benches for gathering
- places for children to play (i.e. rink or park)
- a good sense of community
- a gathering/shared community space that encourages interaction
- a convenience/corner store
- consistent type of housing
- recycling services/drop-off points
- community gardens
- easy access to greenbelts containing edible wild foods
- a feeling of safety and security at night

**My neighbourhood needs.....**

- trees, greenspace, trails
- to keep an existing natural gem accessible to the public (i.e. The Point)
- a playground
- sidewalks and trails
- properly paved roads
- upgrading at the Range Rd./Mountainview Drive intersection
- small, affordable lots/houses
- to keep or develop existing trails
- connections between the viewpoints in the neighbourhood
- more trees!

- crosswalks with lots of lighting
- more public transit

**This neighbourhood could be named....**

- Riverbluff
- Range Way
- Range Road North
- Mountain Vista
- Range Road Vistas
- the traditional First Nations name for the Yukon River
- “\_\_\_\_\_ Bluffs”
- “Yukon River \_\_\_\_\_”
- “\_\_\_\_\_Marsh”
- “Riverview \_\_\_\_\_”
- “Mountain \_\_\_\_\_”



Map 5: Walk stop locations (arranged numerically by area)

### Neighbourhood Walk Notes

During the neighbourhood walk, residents were asked for their ideas on how to improve the Range Road North area. The following walk notes are residents' input and are arranged by location.

#### Area 1: Range Road (road reconstruction area)

Plan to keep a trail in place alongside of Range Road during Phase 2 of road construction (existing trail used frequently/daily by many user groups)

Positive feedback on the City's plan to keep a trail going to the bus stop on Mountainview Drive.

The grass area along Range Road is a prime dog walking route. Consider an option for natural trails along the River.

Suggested Range Road improvements from the public:

- Medians: if you have medians at least ensure the landscaping is SAFE/allows for visibility for turning.
- Keep speed limit @ 50km/hr.
- Keep it to 2 lanes, plus add merging lanes at intersections.
- Have four-way stops/traffic calming to ensure it doesn't become a throughway with Whistle Bend.
- Include crosswalks along Range Road with lights so people can safely cross. Suggested locations include at the Northland Mobile Home Park/River Ridge Lane intersection and the main entrance to Takhini Mobile Home Park.
- Consider more lighting such as streetlights.
- Have proper bus stops with pull outs for City Transit and school bus use.
- Use the Range Road corridor as a community space.

### Area 2: River Ridge Lane

When Mountain Air Estates filled in – 8 units replaced potential playground area. Initial residents not consulted by developer. West side of Mountain Air: residents report flooding occurs as a result of Stone Ridge development. Concern expressed over how the drainage plan was approved.

Let's learn from flooding example and put in place recommendations/ requirements in future. Go after developer, not the City.

Discussion on checks and balances in place to hold developers accountable.

Improved ditching on the north side of River Ridge Lane would be welcomed and could help with flooding.

A second sidewalk on River Ridge Lane would be helpful - lots of kids walking by themselves on the road to their bus stop.

Landscaping on north side of River Ridge Lane would be welcomed.

It would be nice to have a couple of garbage bins on River Ridge Lane.

Consider the city owned land outside Stone Ridge as a possible playground area. Try to retain trees if there is a playground here. It would help reduce illegal vehicle storage by Stone Ridge residents in this area. The area should be grassed with suitable landscaping for screening.

Private developments in this area do not have enough parking which creates spillover onto River Ridge Lane.

Concerns over allowing multiple private developments in this area. There should have been less residential units put in this area to allow for more parking spaces, walking trails, sidewalks and a playground.

Would like more space between condos– too dense.

Why not keep density by building up?

Landscaping needed – cover up expanses of pavement in Mountain Air.

### Area 3: Mountain View Place

Family day home development – 20 km/hour sign put up near it – traffic calming would be more effective.

Internal street closure of Mountain View Place was done to help reduce speeding in front of day home.

The street closure has resulted in some street usage patterns that are a nuisance (i.e. garbage access).

The amenity area is at far southwest corner of the development – would be better if it was more central or had two.

Amenity area only has un-maintained sandbox and picnic table – would be better to at least have a doggie disposal bag station, light and to fix sandbox.

No recycling in area – would be nice to have.

### Area 4: Norcope Property

Clean up dumping in greenbelt areas around property.

Put up fence around property.

### Area 5: Trails along the Yukon River

Discussion around impact of paved trails on local neighbourhoods.

Keep in mind the overall pros and cons. Accessibility vs. impacts on local area, \$, increased traffic and noise, etc.

Keep these trails unpaved. They are already wide as is.

The existing river trail that runs behind Mountain View Place is close to backyards.

There will be fire smarting in the area – let's find a balance, don't overdo it.

Have to go through Mountain Air Estates to use trails. It would be better to have direct public access. The current access at Mountain Air is not very accessible.

A river loop trail would be great.

Path heading north along the river is unsafe – both for erosion/cliff location, and isolation.

Should build or just emphasize better Crow/Swan Street connections to river walking paths.  
 There should be an undeveloped corridor along the edge of the Yukon River for environmental reasons and to retain views for recreational boaters using the river.



Figure 15: One of the neighbourhood walk groups at the Yukon River Viewpoint Area

Area 6: Yukon River Viewpoint Area overlooking Marwell Wetlands

Leave this area as is. Keep it as passive space.  
 This is not a commuter path, but is used for recreation.  
 Vandalism an issue along these river view areas.  
 If interpretive signs are installed in this area, KDFN should be consulted on the area history for information. Wildlife sightings are common here – could consider a wildlife viewing panel.  
 Consider a bench or doggie-disposal bags here.

Area 7: Southside/backside of Mountain Air Estates under Electrical Line

Walking along the Yukon Energy line is not scenic and not preferred.  
 Clean up the area that runs along the powerline easement that has unused vehicles and other garbage from construction work.

Area 8: Range Road outside the Whitehorse Baptist Church Lot

Easements that run through the property are a concern to nearby residents.  
 Residents would like to be involved with church as they develop plans to provide input on possible amenities.  
 Residents in Northland are concerned about future church’s height blocking their natural light.  
 Ski trails currently pass through lot, used frequently.  
 There are edible wild plants on the church property along Mountainview Drive.  
 The powerline path that intersects the church property is used by walkers.

Area 9: Range Road/Mountainview Drive Intersection

Suggest putting in a staircase up the Yukon Arts Centre much like Black St. stairs.  
 There are issues with the crosswalk crossings at the intersection.  
 There is no sidewalk along the south-east corner of Mountainview Drive.  
 Need more directional signage at the intersection.  
 Extremely narrow bike lane on the northbound lane of Range Road.

Area 10: Proposed Infill/KDFN Site on Range Road

Opposed to infill development. Leave it as greenspace (x2).  
 Consider an infill site design that retains some natural areas, particularly by Mountainview Drive (x2).  
 Keep a setback and enough room for development like Stan McCowan.  
 Don’t want a wall of construction behind Northland properties.  
 Consider privacy and shadow concerns.

Look at mixed residential at this site.  
 First phase of development could be services/amenities; later phases residential.  
 Advocate for this as a multi-use commercial area.  
 Need lower income to be complemented by middle income.  
 Diversity is good.  
 Crucial to retain some greenspace in an already dense area.  
 Central community space is vital for the neighbourhood.  
 If there is nowhere else to put community space, then use the Range Road corridor.  
 New playground should not be located near Northland in order to service other areas that do not have playgrounds.  
 There are very level and aesthetically pleasing natural pathways through this development area.  
 The pathways are highly valued by residents of Northland.  
 Make trail improvements at the infill site (i.e. garbage bins, minimal lighting, and trailhead improvements).  
 Consider placing a public roofed area in this area. This should be located closer to the Mountainview Drive portion of the site.  
 The trails in this area should be expanded so there is a complete loop of the site.

Area 11: Former Landfill (The “Point”)

The “Point” as it is known should be converted to a city-wide park that is accessible and has facilities (x2).  
 TKC cleaned up the former dump and put interpretive signs but they later disappeared.  
 Develop this area as a park/viewing site.

Area 12: Area between the Landfill and Mountain View Place

This area could be used for anything that the neighbourhood does not have such as additional parking, a commercial store, playground or other amenities.

General Walk Comments

Bus transfers in this area are difficult.  
 Want bulletin boards in neighbourhood.  
 A grocery or convenience store, public park, a well maintained natural walking path are all missing from this neighbourhood.  
 The whole area has no identity as a neighbourhood, which is why it doesn’t have a name.  
 More snow clearing and road maintenance is needed for the area.  
 Concern about impact of Whistle Bend on the neighbourhood.  
 Issues with private developments and the quality of their construction.

**5.7 Input from [whitehorsewalks.com](http://whitehorsewalks.com)**

Input was received from [whitehorsewalks.com](http://whitehorsewalks.com), a website dedicated to walking advocacy within Whitehorse. The website includes a section on Range Road trails, including the identification of highly used trails in the area. The website advocates the creation of a Yukon River corridor trail, from the Yukon River Bridge (south of the city) to the Takhini River Bridge, of which a portion would be located in the Range Road North planning area. The website includes other highly used trails in the area. The map below indicates trails found directly in the planning area. Viewpoints are also indicated.



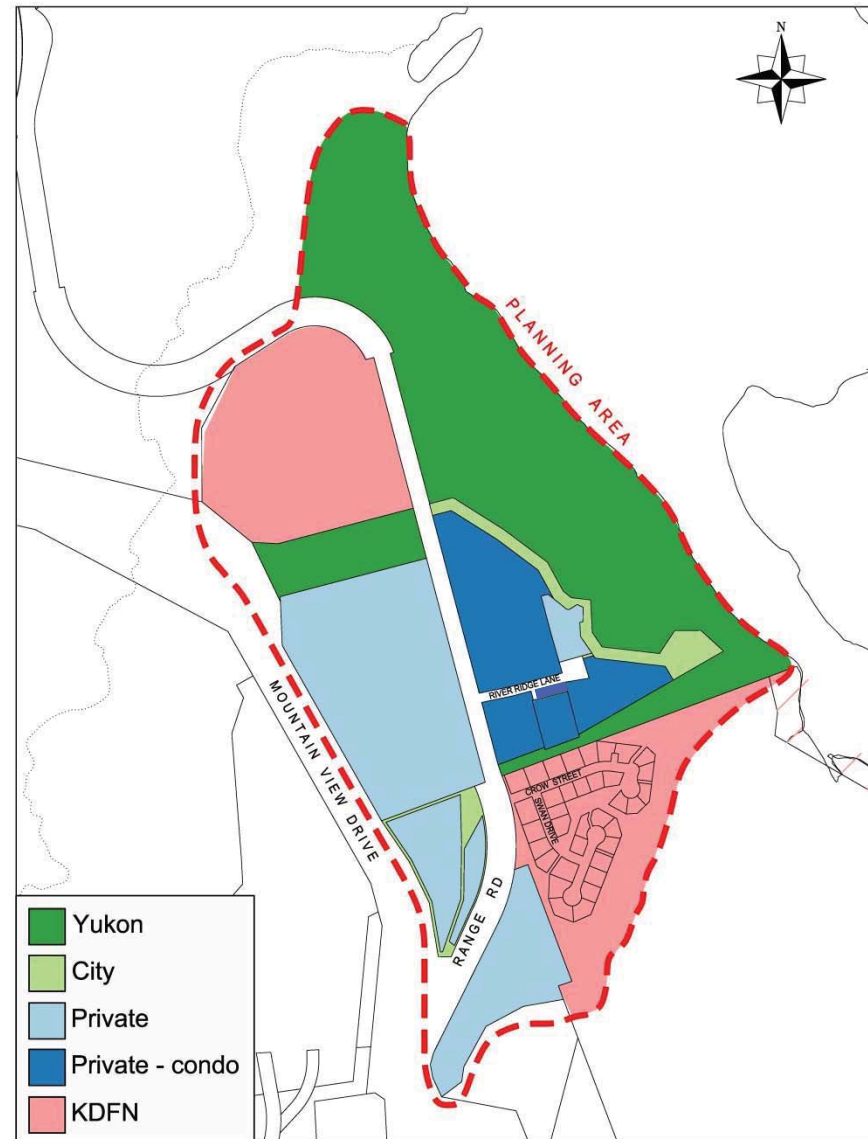
Map 6: Trails map showing trails (in pink) and viewpoints. Map courtesy of whitehorsewalks.com.

## 6.0 Tenure

Tenure in the area is characterized by large private developments including mobile home parks, condo developments, and a variety of undeveloped private lots including the Whitehorse Baptist Church property and several Kwanlin Dün First Nation (KDFN) parcels.

KDFN is the largest single private landowner in the area, with two main parcels: Lot C-15B located adjacent to Range Road at the northern end of the planning area and Lot 226, which is located at the southern end of the planning area and includes the Crow Street area and Marwell Wetlands.

The remaining area is vacant Commissioner's Land (i.e. Yukon Government owned) which includes the large greenspace areas adjacent to the Yukon River as well as the proposed development site north of Northland Mobile Home Park. The City also owns smaller portions of land in the area.



# 7.0 Zoning

## Land-Use Zones in Range Road North

CMI – Mixed Use Commercial 1

CM2 – Mixed Use Commercial 2

CN – Neighbourhood Commercial

FP – Future Planning

PE – Environmental Protection

PG – Greenbelt

PS – Public Service

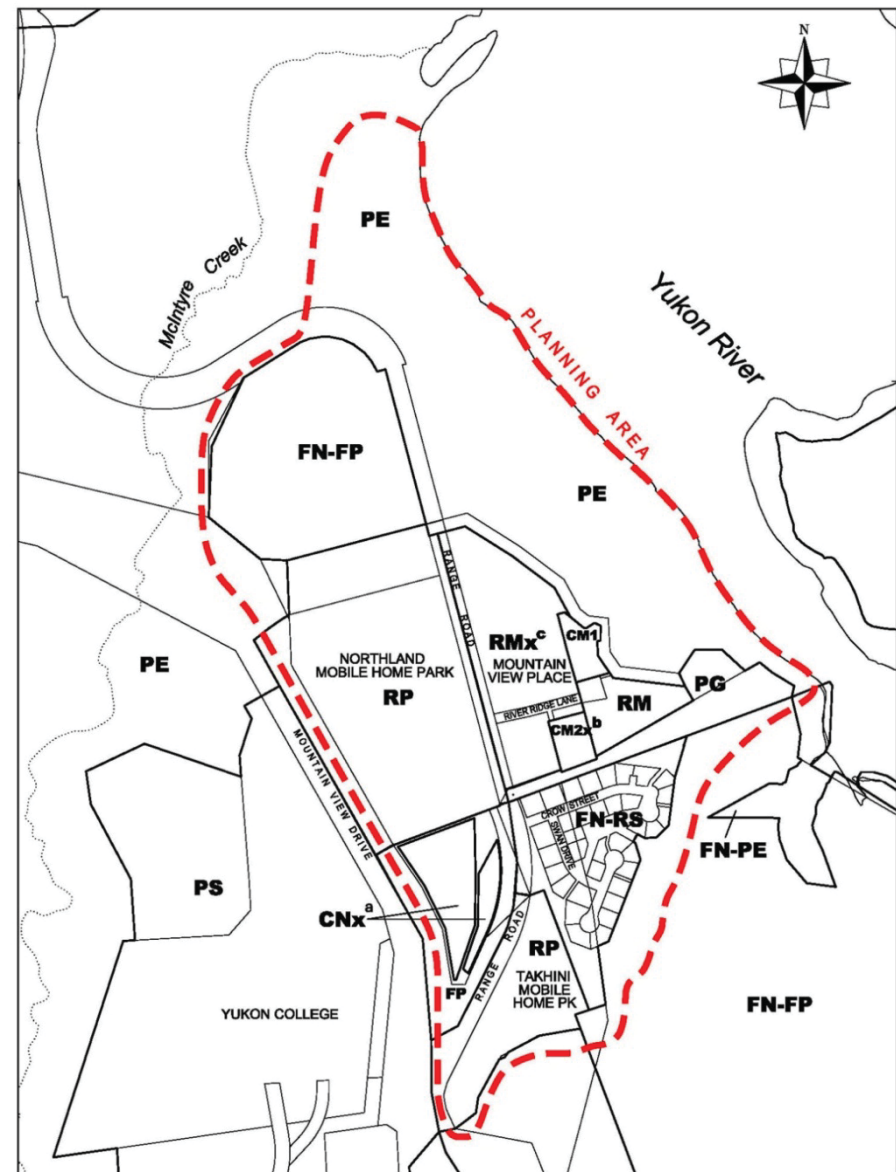
RM – Residential Multiple Housing

RP – Residential Mobile Home Park

RS – Residential Single Detached

*Note: zones with the prefix “FN” indicate that these are KDFN parcels. KDFN has ability to enact their own legislation on land planning. Until then, the current zoning applies to their lands.*

For more information on the zones, visit [www.whitehorse.ca/zoning](http://www.whitehorse.ca/zoning) to download the Zoning Bylaw



Map 8: Zoning map

## 8.0 Potential Development Site

### Site Facts

- Area: 3.6 ha (36,000 m<sup>2</sup>)
- Lot Width: 108 m
- Local trails intersect the site.
- Land is owned by the Yukon Government.
- There is a License of Occupation registered on the infill site by Northland Mobile Home Park for the purpose of recreational use.



Map 9: Detailed map of potential development site. Contours are indicated in blue.



## OCP Policies on Infill Development

“Since additional housing may directly affect the existing community, significant public involvement is desirable prior to any residential infill development.” (OCP, Section 10.8.2)

“The boundaries and extent of infill development shall be based on individual site analysis and compatibility with adjacent land uses.” (OCP, Section 10.8.3)

“Infill site designs may make provision for the retention of active transportation linkages and buffers from existing residential development where feasible.” (OCP, Section 10.8.4)

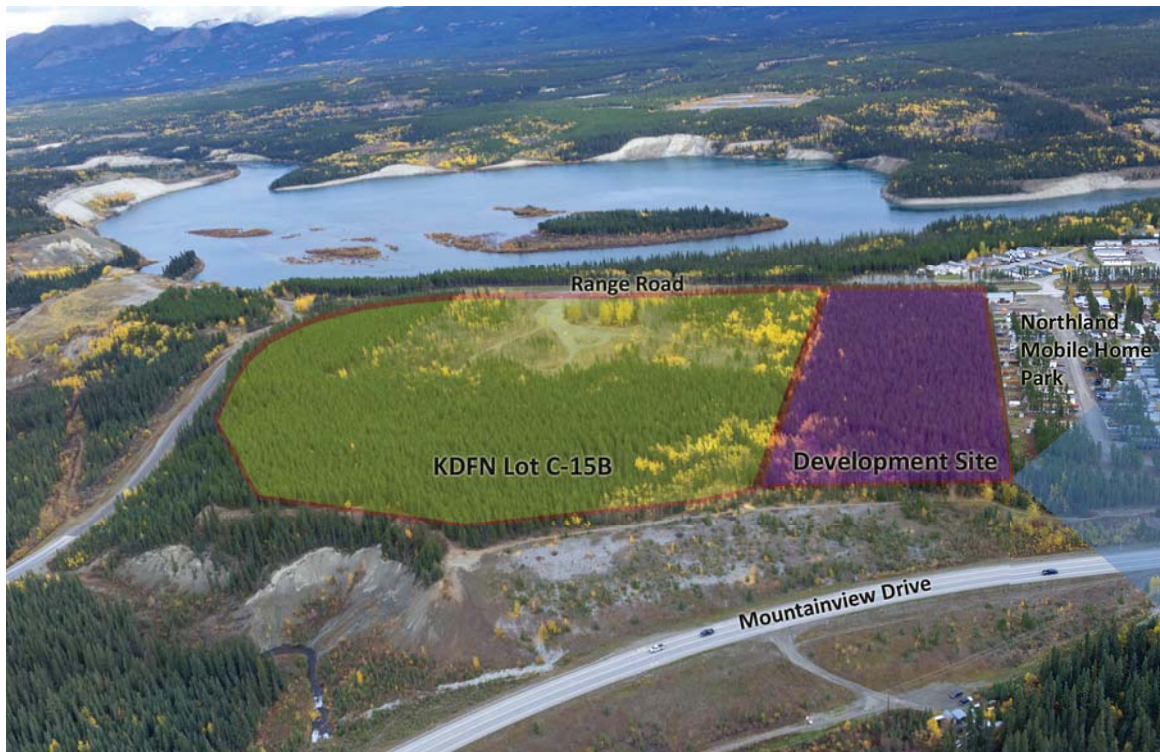


Figure 16: Aerial image of potential development site and KDFN Lot C-15B

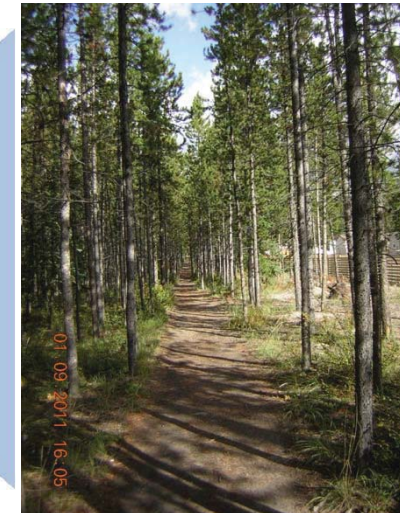


Figure 17: Trail intersecting infill site adjacent to Northland Mobile Home Park

## 9.0 Housing

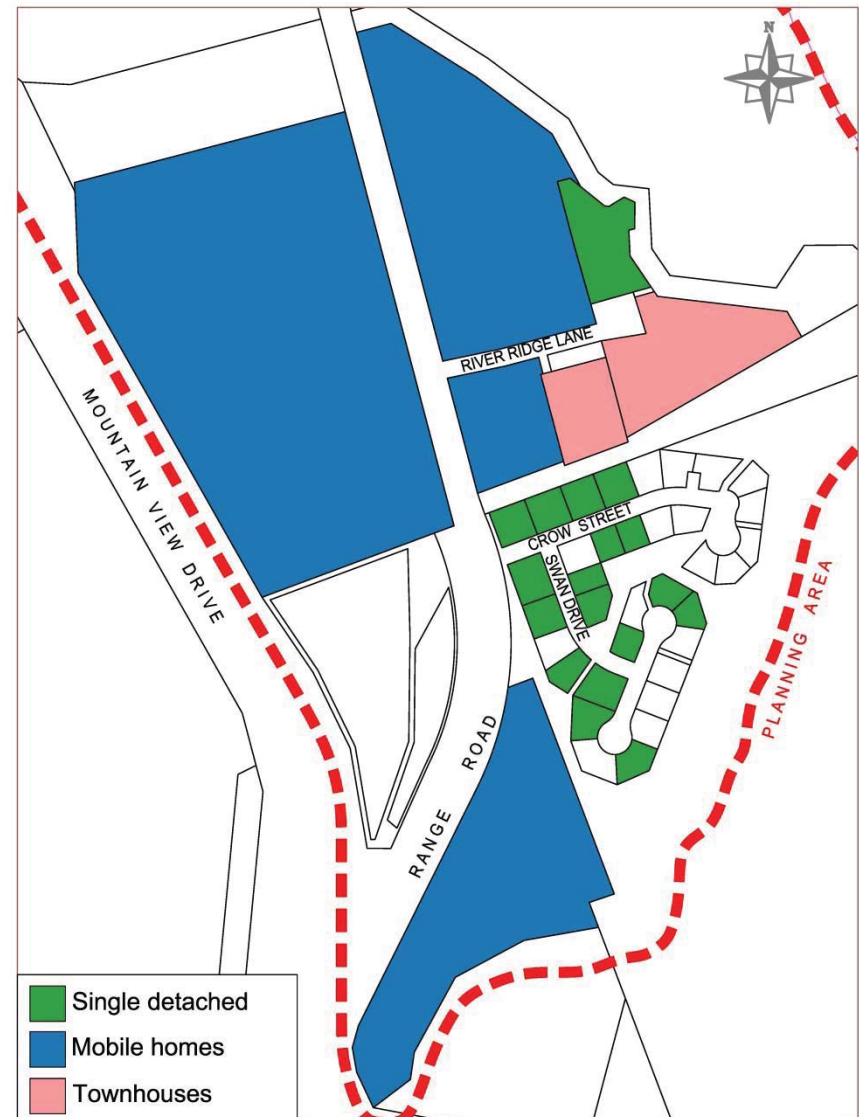


Figure 18: the River Ridge Lane area

Range Road North features a variety of housing types, including single-detached houses (Crow St. area), townhouses (Stone Ridge, Mountain Air Estates), and mobile homes (Takhini and Northland Mobile Home Parks, Mountain View Place). Over the past five years, the housing trend in the area has been for the construction of townhouse style developments, rather than mobile homes. This includes the recent development at Mountain Air Estates (permitted in 2008) and Stone Ridge (permitted in 2009). Both developments are located on River Ridge Lane.

The area contains a disproportionate amount of mobile homes compared to other parts of the City, with a total of 416 mobile homes. Two private developments (Takhini and Northland Mobile Home Parks) allow residents to rent the “pad” their mobile home is on. The third development at Mountain View Estates is a condo community.

The City of Whitehorse has adopted recent amendments to its Building and Plumbing Bylaw in conjunction with the National Building Code with respect to energy efficiency. These amendments are part of the City’s ongoing efforts to build a more sustainable community and include new minimal thermal insulation levels, blower door tests, and installation of heat recovery ventilators (HRVs). These requirements are currently in place for all residential units with one exception: the new minimum thermal insulation levels will be in effect for mobile homes starting June 30, 2015. This applies to new mobile homes being installed.



## OCP Policy on Housing

"The City shall create inclusive neighbourhoods by working to provide a diversity of housing types that are accessible to a wide range of people of different age groups, abilities, needs, family types and incomes." (OCP, Section 20.2.3)



Figure 19: Northland Mobile Home Park



Figure 20: Takhini Mobile Home Park



Figure 21: Mountain Air Estates



Figure 22: Stone Ridge



Figure 23: Mountain View Place

## 10.0 Parks, Trails and Playgrounds



Figure 24: View looking south of the former landfill site and the Yukon River/McIntyre Creek confluence

## 10.1 Parks and Trails

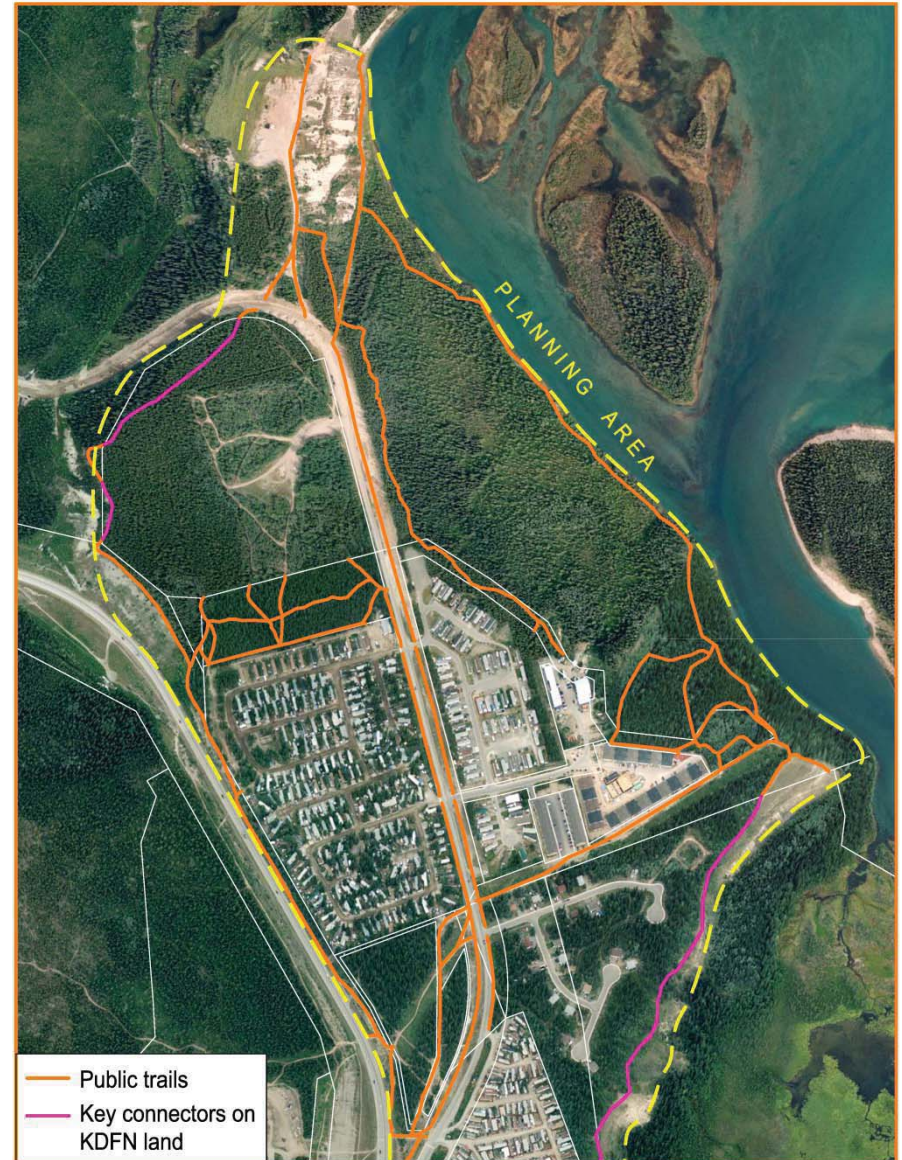
The area contains a wide variety of existing trails, most notably along the Yukon River corridor, at the top of the bluff above Marwell Wetlands, along Mountainview Drive, and at the former landfill site.



Figure 25: Trail along Mountainview Drive



Figure 26: Trail viewpoint along Yukon River trail



Map 11: Existing public land trails

## OCP Policies on Parks, Trails, and Interpretation

“In examining interpretive opportunities, development shall be directed to locations that are most able to tolerate potential disturbance. Any trail or associated development shall be designed to avoid areas of erodible and unstable soils.” (OCP, Section 1.1.3)

“Consideration shall be given to development of interpretive programming, either independently through City resources, or in partnership with First Nations as a means of interpreting the natural heritage resources of the Yukon River corridor region. In some cases, interpretive opportunities may be combined with natural view sites to enhance the opportunity of experiencing major features of the Yukon River corridor.

Some of the interpretive opportunities that may be recognized in future land use planning include:

- natural features at Big Bend, McIntyre Creek and Croucher Creek” (OCP, Section 18.4.1)

“Where viewpoints are developed, they should be located at sites with connecting trails, and in areas not sensitive to human disturbance. These areas may also comprise trail staging areas supplemented with appropriate trail signage.” (OCP, Section 18.2.3)



Figure 27: the Yukon River taken from the lower bank

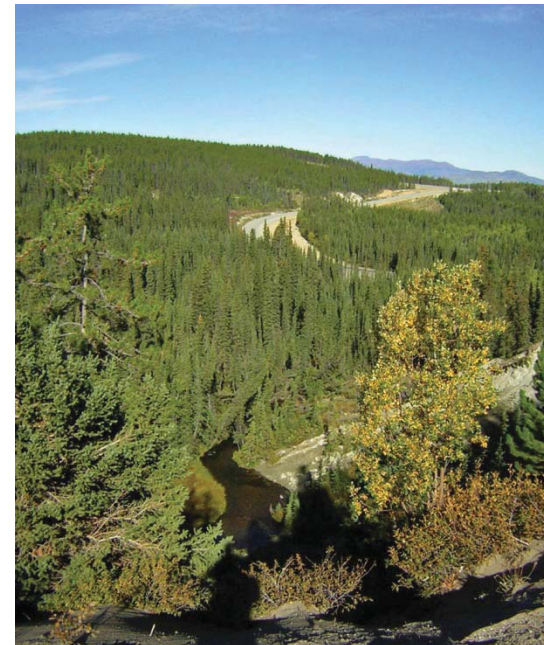


Figure 28: Looking north towards McIntyre Creek and Whistle Bend

## 10.2 Playgrounds

Range Road North currently has two private playgrounds in the area, both of which are located in Northland Mobile Home Park. A common theme heard during the neighbourhood walk and stakeholder interviews was the need for a public playground. Currently there are 168 children 14 years of age and under living in the Range Road North area (YBS, March 2013 data) which represents 14% of the total population.

The City's Parks and Trails Department indicates that the minimum space needed for a proper public playground is 18 m x 18 m (60' x 60'). Given this minimum space requirement, there are few potential playground sites in the area.



*Figure 29: Private playground and ice rink in Northland Mobile Home Park*

# 11.0 Transportation and Active Transportation

## 11.1 Range Road Reconstruction Work

Range Road was last constructed in the mid to late 1980's and since that time considerable new development has taken place along the road. The surface is now beyond repair and the base is showing considerable strain. Extra demand from development along Range Road and the future traffic from Whistle Bend have created the need to reconstruct the roadway.

In 2013, the City awarded the Range Road North reconstruction work to Associated Engineering (Design) and P.S. Sidhu Trucking (Construction). Building Canada Fund provided funding for the first phase of the reconstruction work, which is from the Range Road/Mountainview Drive intersection to Crow Street. The first phase will include single asphalt surfaced travel lane with a shoulder for each direction separated by a large median. A paved multiuse trail will be constructed on each side of the road. Drainage and water services are being installed as part of the contract as well.

The second phase of the work will occur from Crow Street north to the KDFN parcel C-15B. This neighbourhood planning process can be used to influence the design of this second phase of work, including landscaping, active transportation along Range Road, and traffic calming measures. Capital budget funding to do the second phase of the work is currently not in place.



Figure 30: Range Road looking south



Figure 31: Range Road/Mountainview Drive Intersection

